

Today's Advertisements.



VICTORIA PRECEPTORY.

AN EMERGENCY MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, Zealand Street, on SATURDAY, the 14th instant, at 8.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 7th January, 1899. [20a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO (DIRECT).

THE Company's Steamship

"TAKSANG."

Captain Kent will be despatched as above on MONDAY, the 9th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th January, 1899. [35a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Knoch will be despatched for the above Ports, on TUESDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers.

Hongkong, 7th January, 1899. [31a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Ramsay will be despatched as above on TUESDAY, the 10th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th January, 1899. [14a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"SULTAN."

Captain Lake will be despatched as above on TUESDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th January, 1899. [34a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"TAI LEE."

Captain H. Kock will be despatched for the above Port, on TUESDAY, the 10th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th January, 1899. [31a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Davies will be despatched as above on THURSDAY, the 12th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th January, 1899. [32a]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the ISLAND SEA.)

THE Company's Steamship

"HOENZOLLERN."

Captain E. Woltersdorff will leave for the above Ports on or about FRIDAY, the 13th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 7th January, 1899. [27a]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI AND KIAUTSCHAU.

THE Company's Steamship

"PREUSSEN."

Captain R. Heintze will leave for the above German Mail about the 13th instant will leave for the above places about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 7th January, 1899. [27a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"GISELA."

Captain F. Mosca will leave for the above places on SATURDAY, the 14th instant, A.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 7th January, 1899. [30a]

OCEAN STEAMSHIP COMPANY.

FOR KUDAT AND SANDAKAN.

THE Company's Steamship

"DEUCALION."

Captain Branch will be despatched as above on SATURDAY, the 14th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th January, 1899. [13a]

Today's Advertisements.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

will produce a Pantomime entitled,

"THE YELLOW DWARF,"

or

"HARLEQUIN THE KNAVE OF HEARTS,

and the

"FAIR PRINCESS."

On the following dates—

TO-NIGHT, 7th January, 1899.

MONDAY, 8th "

WEDNESDAY, 10th "

SATURDAY, 14th "

The TICKET OFFICE at the Theatre will be OPENED and Seats can be booked from 10 A.M. to 4 P.M., every day; SUNDAYS and GENERAL HOLIDAYS excepted.

DOORS OPEN EACH EVENING, at 8 P.M.

PERFORMANCE at 8.30 PRECISELY.

Stalls and Dress Circle \$3

Pit

Half Price to Soldiers and Sailors in uniform to the Pit.

Late Trains to the Peak a quarter of an hour after fall of the curtain.

E. W. MITCHELL, Hon. Secretary.

Hongkong, 7th January, 1899. [14a]

VICTORIA ENGLISH SCHOOL.

"CRAIGENOWER,"

Caine Road.

SCHOOL duties will be resumed for the new Term on MONDAY, the 9th instant at 9 A.M.

Hongkong, 7th January, 1899. [38a]

KOWLOON WATER SUPPLY.

OWING to the scarcity of water, the supply in the Public Mains in KOWLOON PENINSULA will be turned on from 6 A.M. to 6 P.M. only, until further notice.

R. D. ORMSBY, Water Authority.

PUBLIC WORKS OFFICE, Hongkong, 7th January, 1899. [37a]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from SYWAN HILL (near Lyenun), between the 17th and 19th of January, 1899, in a Southerly direction over a land range, against spurs on Mount Parker; and also in a South-Easterly direction over a land range on to a hill.

All persons are warned to keep clear of the ranges, which will be indicated by Guns placed on picket for that purpose, whilst practice is being carried out.

All persons are, moreover, warned, that any unexploded shell should not be touched.

By Command, T. SERCOMBE SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 3th January, 1899. [39a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, S.S. *Himalaya* and *Salween*.

From Australia, S.S. *India*.

From Persian Gulf, S.S. *B. I. S. N.*, and *B. & P. S. N. Co.'s Steamer*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 7th January, 1899. [1w 5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 10th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 7th January, 1899. [36a]

STAMPS I

STAMPS II

STAMPS III

GRACA & Co.

DEALERS IN

ASIATIC AND FOREIGN POSTAGE

STAMPS.

HONGKONG HOTEL.

Packet of STAMPS for CHRISTMAS PRESENTS, HAND PAINTED POST CARDS of Chinese Life, the most suitable CHRISTMAS SOUVENIRS, ALBUMS, CATALOGUES and all other PHILATELIC REQUISITES.

Prices to suit all Customers.

Hongkong, 17th December, 1898. [1487]

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White

Capsule \$10.80

B.—WATSON'S GLENORCHY

MELLOW BLEND, Blue

Capsule, with Name

and Trade Mark 10.80

C.—WATSON'S ABELOUR-GLLENLIVET, Red Cap-

sule, with name and

Trade Mark 12.00

D.—WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vio-

let Capsule 14.40

E.—WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY,

Gold Capsule 15.00

THORNE'S BLEND and WATSON'S

GLENORCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

ABELOUR-GLLENLIVET is a very old

Peat Whisky, (smoky) and could not

now be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local connois-

seurs to be the best brand in the

Hongkong market.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

Established 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 7, 1899.

NOTES AND COMMENTS.

The Philippine question appears to be developing with some degree of rapidity at the present moment and we note with regret that the trend of affairs does not seem to indicate a peaceable settlement of the points at issue between the Philippines and the United States Government. As we have repeatedly stated in our columns the question of the recognition of the Philippines is one of exceeding delicacy and any hasty action one way or the other on the part of the Americans is to be greatly deprecated. The Philippines have hitherto acted with a wonderful amount of moderation and the fact of their having done so and having also petitioned for an impartial commission be sent to the Philippines to look into matters and judge of the suitability of the Philippines for a certain measure of self-government lends colour to the supposition that an amicable settlement may yet be arrived at.

Were a commission to be appointed to enquire into the question of the suitability of the Philippines to have a voice in the management of the affairs of the islands we do not say that it would result in the Philippines obtaining all that they ask. It might or it might not. At least it could do no harm and would show the Philippine leaders that the people of the United States were not desirous of rushing matters through and of settling the Philippine question without granting those most interested a hearing. We believe that the Philippines would be grateful for the hearing allowed them and that even if the Commission did not see fit to grant the whole of their demands that a satisfactory arrangement might easily be arrived at by means of mutual concessions. The Philippines claim that all they ask is the adoption of the principle "no taxation without representation" and if this is the sum total of their demands we cannot see that they are excessive or unreasonable.

It is exceedingly unfortunate that the massacre of Spaniards in Balabac, if true, should have occurred at the present juncture, when the fate of the Philippines is, as it were, hanging in the balance. This massacre will, we fear, go far towards damaging the case of the Philippines both in the United States and in Europe. It will be said that if these things occur in Balabac they may take place in Luzon also and the Philippines will get all the credit of the outrage just reported. Such a conclusion is manifestly an unjust one. The Philippines are no more directly responsible for the action of the natives of Balabac than a leader of a London strike would be for a riot in Madrid. The natives of Balabac cannot for a moment be compared with Aguinaldo and his compatriots. The former have never been really under Spanish sway; they belong to a very distinct race and have by no means reached the stage of civilization attained by the majority of the Philippines. They belong to the old pirate tribes who even forty years ago were still the

terror of the Sulu Sea and were making periodical raids upon the coast of Borneo. They may be described as born pirates, for the old predatory instincts have never been stamped out from among them as has been the case with the Philippines.

The Reuter's telegram which we publish to-day, stating that it is probable that AGUINALDO may be arrested if he refuses to disarm the Philippines, does not look as though a peaceable settlement of matters was contemplated by the United States, and we are exceedingly sorry that such a statement should have been made, and earnestly trust that it may prove to be erroneous. We do not think that any such high-handed action should be attempted at the present time, as it can only lead to complications and bloodshed. It has been stated that there are divisions in the Philippine camp which may make matters easier for the Americans, but any such action as an attempt to arrest the Philippine leader cannot fail to cause his followers to forget their own little differences and bickerings in the common cause and will certainly tend to increase any bitterness that they may feel against the Americans. The arrest of AGUINALDO, will prove no easy matter either, we imagine, and the news, having been wired by Reuter, will put him and his followers on their guard and may possibly result in actual hostilities commencing, which might otherwise have been easily avoided.

To take another view of the matter, the Philippine troops in Luzon at the present moment greatly outnumber those of the United States. We have the authority of the *Times* Correspondent for stating that they are well drilled and well equipped, and as this was said of them a couple of months ago, it is only reasonable to suppose that their armament and organization has been improved in the interim. The United States, it is true, have reinforcements on the way to Manila, but were the Philippines to commence hostilities immediately they could do an immense amount of damage and sacrifice many valuable lives long before the American reinforcements could possibly arrive upon the scene. Then, too, the question arises, are the Americans in a position to at present dictate terms to the Philippines? They can control the Bay of Manila and the coast ports of the archipelago by means of their fleet, but ashore we do not think that they can do much more in such a difficult country than "stand on the defensive" and unless an offensive attitude can be taken it is very little use attempting dictating terms to anyone.

We do not pretend to hold a brief for the Philippines. We are just as ready to point out their mistakes and condemn them as to praise them when occasion arises. We do think, however, that the United States Government does not understand the class of people with whom they have to deal. Prior to the outbreak of the Spanish-American War popular knowledge on the subject of the Philippines and the Philippines was practically a minus quantity, and a sufficient time has not elapsed yet for this state of affairs to be remedied. In all probability nine-tenths of the people of the United States look upon the Philippines as a mere race of savages, on a par with the despised North American Indian. But that is manifestly not the case. The lower classes are certainly to a great extent uneducated, but so were the lower classes of Europe and the United States fifty years back. The Philippine middle classes are fairly well educated and the upper classes, to which AGUINALDO and his confederates belong, are gentlemen of high intelligence and exceptional attainments. It is to the upper classes of their own people that the Philippines will look for guidance and they, being men of mark, can mould them as they wish. It is not a case of an uneducated rabble of semi-savages placing themselves in opposition to constituted authority, but a group of well educated and courteous gentlemen, trained in modern sciences and arts, who have plenty of raw material at their disposal to thoroughly organize and carry out a campaign, resolving to fight for what they consider to be their rights.

The great interests at stake in the Philippines must not be lost sight of either. Much foreign capital is invested in the islands and of this the British have a full share; fully 50 millions sterling. The recommencement of hostilities will further disorganize trade, and besides causing all capital invested in the islands to lie idle, occasion great losses and probably ruin to many. The industries of the country, which have suffered so greatly during the rebellion and subsequent war, and which can hardly as yet be said to have recovered to any very appreciable extent, will be once more arrested in their development and the trade and prosperity of the place will be thrown back several years. And the worst of it is that it will not be upon those actively engaged in warfare that the full brunt of the misfortunes of war will fall. Thousands of peaceable persons will be thrown out of employment, crops, villages and even flourishing cities will be destroyed and the land laid waste over large areas where before all was peace and contentment. When these things are taken into consideration it is earnestly to be hoped that no rash steps will be taken by either party to precipitate matters. A little forethought, diplomacy and consideration may well settle the vexed question of the future of the Philippines; but war can only bring discontent and ruin and great losses in men and money by the United States, who seem reluctant to profit by the lessons in the art of colonization which we have learned as the result of centuries of experience.

WEATHER REPORT.

The Observatory report says:—On the 7th at 11.55 a.m. The barometer continues to fall on the China coast. Pressure appears to be now highest over Japan. Gradients slight to moderate. FORECAST:—Moderate or fresh N. E. to E. winds; fair.

REUTER'S TELEGRAMS.

THE DREYFUS AFFAIR.

LONDON, January 5th.

ADULTERATED BRANDY.

Wong H. Chen was charged with having sold to Thomas Duncan a bottle of brandy, which was diluted with water and not of the substance and quality demanded by the prisoner.

From the evidence it appears that Thomas Duncan, Inspector of Police, entered the defendant's shop at 75 Queen's Road, and bought a bottle of brandy for which he paid 80 cents. In the shop he saw two cases containing bottles of brandy similar to what had been sold him; one of the cases had been opened and five or six bottles taken out.

The Acting-Government Analyst to whom the brandy had been submitted stated that he had made an analysis and found it to contain six per cent more water than was allowed by law.

For the defence it was stated that the defendant did not know that the brandy had been adulterated; in the first place he had bought it as pure brandy, and that the defendant sold the brandy in question under protest. It was submitted that the question was not as to whether the brandy was adulterated, but as to whether it was of the nature and substance demanded by the purchaser, and whether the purchaser received what he asked for.

His Worship fined the defendant \$100 in default three months.

THE FUTURE OF WEI-HAI-WEI.

A representative of Reuter's Agency has had an interview with Colonel O. F. Lewis, R.E., who has just returned from Wei-hai-wei, whether he was despatched by the Government, accompanied by survey officers, to report on the condition of the place from the point of view of a British garrison. His report is in the hands of the War Office, and Colonel Lewis will shortly proceed to Gibraltar to take up his new appointment as Colonel on the Staff Commanding Royal Engineers. Speaking to Reuter's representative, Colonel Lewis said:

My report is, of course, of a confidential character, and I cannot go into any detailed account of the possibilities of Wei-hai-wei. I can say that it is the general opinion of those who have been there that in almost every respect Wei-hai-wei, from both a naval and a military standpoint, will prove one of greater value than was ever anticipated. In some quarters it has been said that nothing has been done by the British Government since the lease of Wei-hai-wei. To this I would reply that within the short time of our occupation, a large amount of work has been accomplished in the nature of preparation for a well-considered development of the place. Already new charts have been prepared by the Admiralty, and the land survey is well advanced. In addition, the Government are in possession of a number of reports on various aspects of the problem to be solved, drawn up by naval, military, and civilian officials sent out for the purpose. Wei-hai-wei is much more commodious than Port Arthur, but its exact possibilities as a harbour for a British fleet I cannot discuss publicly.

Colonel Lewis, however, showed to Reuter's representative a photograph in which two British battleships, one first-class cruiser, one second-class cruiser, and five other warships of various classes were to be seen at anchor in the port, there being at the same time a number of the smaller vessels. As showing the safety of the anchorage, Colonel Lewis continued: "While I was at Wei-hai-wei, there was a typhoon, the centre of which was within thirty miles of us, and a tremendous sea came into the western entrance, and also into the eastern, but the island gave excellent protection. The larger vessels of the fleet were not affected at all, and the smaller ships, although they rolled somewhat, sustained no damage. Wei-hai-wei lends itself to the erection of any necessary buildings, and of a dockyard establishment as soon as a decision has been taken."

Turning to the question of barracks and fortifications, Colonel Lewis remarked: "At present all the buildings are the old Chinese structures. They consist of the Admiralty and other offices, a certain number of private houses, and the cottages of the villagers. They are all indifferently built. A number are in ruins, and some have been pulled down. There is no accommodation for any number of European troops, and at present only a small guard can be put up. In the Japanese camp the arrangements are good, but not suitable for European troops, especially in the winter. This cannot well be proved, most of the native regiment, which I understand, is to be raised. The masonry of the fortifications on the island is intact, but the doors, windows, and all fittings have been removed and any other left rendered useless. On the mainland, all the forts have been entirely destroyed and blown up by the Japanese in the most thorough manner. But I may say that suitable sites for barracks and fortifications can be found without difficulty. In the new territory very good material ought to be found for a native regiment. As a matter of fact, however, we know very little of the aptitude of the Chinaman for military service, and practically nothing of his ability to act as a non-commissioned officer. How far his local guild and family ties will influence his independence and affect his power of maintaining discipline we cannot yet tell. That is one reason why British non-commissioned officers are being sent out at the end of the year, to act first as instructors and then as non-commissioned officers over this native regiment, which will be about 1,000 strong. This, however, is purely experimental, and cannot be counted upon to garrison the place. Nothing has yet been decided, but it is certain that a European garrison of some nature must be employed if Wei-hai-wei is to be held, but neither in this matter nor in the question of the administration of Wei-hai-wei has anything been settled."

Dealing with the climate and the native population, Colonel Lewis said: "The climatic conditions are very fair. The Chinese population are strong, healthy and peaceable. They live in the numerous villages which nestle among the valleys over the British territory, and follow agriculture and silk growing. There is also a large fishing population, living around the shores of the little bays into which come large shoals of herrings at certain seasons. The largest centre, in fact the only place except the villages, is the walled town of Wei-hai-wei, with an area of about three-quarters of a mile. It is not at all over-populated; it is the chief business quarter, and here the Chinese exercise jurisdiction as before the place was leased to Great Britain. At present Wei-hai-wei has no roads, water supply, or drainage, but it has the elements of a good place. When it is developed it will prove to be a very desirable station; in fact, I am not going too far in declaring that it is likely to be one of the best stations we possess anywhere."

A correspondent says: Colonel Lewis's account of the preliminary work done by the Royal Engineers at Wei-hai-wei is fully confirmed by a private letter from a naval officer on the station. The naval scheme is to build a break-water across the eastern entrance, and to dredge the harbour until there is room to anchor the whole fleet. The dredger is on the way out, but it is doubtful whether the Government will sanction such a costly work as the break-water. — *L. & C. Express.*

THE TRAVELLER'S HOTEL IN TROUBLE.

Henry Oliver, proprietor of the Traveller's Hotel appeared at the Police Court this morning on a charge of having supplied intoxicating liquors to Europeans during prohibited hours, to wit 5.45 a.m.

The constable stated that seeing lights he entered the hotel, where he found seven British bluejackets and three Germans, some of the men were drinking. He saw a female serve drinks and take the money for them, but when she noticed his presence, she returned the money to the sailors; and soon after the lights were turned out. When he left the hotel the female followed him, and asked him to give her one more chance.

Cross-examined by Mr. E. J. Grist the constable said that he could not swear that the liquor the men were drinking was intoxicating. He did not think that it was either lemonade or ginger ale; it wasn't usual to serve ginger ale in the hotel.

For the defence it was stated that all the men found in the hotel were sleeping on the premises, that they were patiently waiting till 6 o'clock for a drink, and that the men had actually been kept waiting for some time. Mr. Grist said that the defendant was doing his best to carry on the house in a proper and legitimate way, and he asked his Worship to dismiss the case.

His Worship fined the defendant \$50.

RELICS OF THE WAR.

By the kind permission of the Manager of the Hongkong and Whampoa Dock Co. We were enabled to inspect the Spanish cruisers which have recently been raised from Manila Bay, and are at present at the first place, certainly look only fit for the scrap heap; but on closer inspection they have the framework and build to make very serviceable boats for river and coast defence. The *Isla de Cuba* and the *Isla de Luzon* are sister ships of about 1500 tons displacement with horizontal triple expansion twin screw engines capable of driving them 16 knots an hour. They are belted and have a protective armoured deck, also a very dangerous looking ram. The Philippines, when the ships were about done by the Spaniards, equipped them of all light armaments and when Admiral Dewey was expecting Admiral Canara's fleet, he ordered them to be destroyed by fire after taking all the big guns from them. The Spaniards sunk them in about three fathoms, the water coming up nearly to the top of the funnel casing, but as they were not on an even keel, the bow was damaged, leaving the stern quite visible and after remaining in this position for five months, it was decided to try and raise them, the United States Government giving the contract to the Hongkong and Whampoa Dock Company. No great difficulties had to be overcome in the raising; divers went down and plugged up the holes and a lighter being brought alongside, pumping operations started and within three days both boats were afloat. On the *Luzon* two skeletons were discovered, so the Spaniards after opening all these cockles, must have taken to their boats and saved themselves. There is only one mark on the *Luzon*, the projectile must have carried away one of the guns and then struck the conning tower without doing any more injury. The magazines of these boats are believed to be full of ammunition and until it has been removed, they will not be allowed to enter the docks. On the *Isla de Luzon* were found three drill torpedoes, but no active ones have yet been seen. It was thought that one was one in her forward torpedo tube when she sunk and the dock employees would have nothing to do with it, so the naval torpedo men had to come and inspect the tube, but found nothing alarming. Work is now started on them and it is expected they will be fit for sea again within three or four months. The voyage from Manila, through bad weather, took 5 days, the boilers and engines behaving splendidly in the raising and coming out of the water. When applied to concerning cost, Mr. Gillies would only say that he expected they would turn out a very good speculation for both the Dock Company and the U. S. Government.

PRODUCTS AND RESOURCES OF THE PHILIPPINE ISLANDS.

The great commercial products of the Philippine Archipelago are sugar, hemp, tobacco, copra and coffee, and their importance, as articles of export, are in the order given.

The production of sugar has increased rapidly. In 1871 it was less than 100,000 tons; in 1881, 230,000 tons; in 1893, 261,686 tons; and it was then increasing at the rate of 15,000 tons per year. About one-third of the total production is from the province of Pangasinan, in the central area of Luzon, and nearly north of Manila. The provinces about Manila Bay and the north of Pangasinan are also large producers. The sugar is exported from Manila, and goes chiefly to Spain and Great Britain, says M. W. Harrington, in the *Scientific American*.

A better quality of sugar, but in smaller quantities, is obtained from the violet-coloured cane in the central islands of Panay and Negros. The very best comes from the province of Capiz, on the north coast of Panay. This sugar is imported from Ilo-ilo, and is sent chiefly to the United States.

The principal manufactures are yet crude and unrefined. There are a few large plantations, and these are generally monopolistic. These plantations are usually leased to Chinese half-breeds, from whom better results are obtained than from Europeans. The small cultivators perform their own work with hired labour, but suffer under the difficulty of not being able to manufacture economically. There is a tendency towards their absorption into larger estates under the charge of corporations.

The Manila hemp is so called because of the resemblance of the fibre to that of hemp, at least in colour. It is derived from the leaf stem of a banana plant (*Musa textilis*). The plant has an iridescent fruit, and grows in poor soil. The best plants grow in Southeastern Luzon and the adjacent islands of Samar, Leyte, and Bohol. The plant is rudely cultivated, cut down when three years' old, and the fibres separated from the surrounding tissue by rude domestic machines. It takes two natives to prepare twenty-five pounds in a day.

The coarser outside fibres are exported in the crude state, chiefly to Great Britain, the United States, and the Australian colonies where they are used for making a highly-prized cordage. The fine fibres are used at home for domestic manufactures of fabrics used for dress and ornament. They are light, transparent and very durable. The fabrics are varied by using some cotton, silk, or other fibre with the Manila hemp.

The native name for fibre is abaca, taken from the plant. The abaca has been introduced into other parts of the world, but the conditions of its native home of the Philippines are more favourable and the labour is there so cheap that no successful competition has been established.

Export of abaca began in 1831, and the amount exported is steadily increasing. In 1893 it amounted to 97,787 tons, valued at two million dollars.

Next in order of value, but first in popular estimation, is the so-called Manila tobacco. It is a highly-prized tobacco, classed by some as the equal of Havana tobacco, and by a few as its superior. Certain it is that some Manila leaf is imported into Cuba, though it is not known how it is used. The Cuban tobacco is classified with regard to its excellence, the Manila with regard to its fine appearance. Manila tobacco is stronger than it looks, and it has a fine flavour, to which those who use it become very much attached.

The tobacco was made a monopoly of the Government in 1769. That is, anyone could raise it, but the Government only could buy it and could set the price and pay for it when it pleased to be two or three years behind in its payments. In 1892 this restriction was removed, and small growers now can produce more profitably.

It is grown over Luzon and the neighbouring islands, but the very best comes from the two large provinces of Cagayan and Isabe in the extreme north-eastern part of the island. Here the land suitable for it is now all occupied. The cultivation of the plant requires little labour. The men of the household usually perform the tillage, and the women and children the rest of the work.

Rather less than half of the crop is sent out to Spain and other European countries. The remainder is made up into cigars and cigarettes, two-thirds of which are consumed at home and the remainder exported, chiefly to the neighbouring countries of continental Asia and Japan. In 1893 about 11,000 tons of leaf were exported and near 140,000,000 of cigars. The price of this tobacco in the Oriental countries is low. Boxes of 500 excellent cigarettes (a cigar open at both ends) can be got for 18 cents.

The copra is a preparation of the coconut made in great quantities in tropical islands all over the world. It is made of a relatively new product from the Philippines; 11,500 tons were exported in 1893. The copra palm is very common and highly prized in the Philippines. All parts of it are used.

Coffee was introduced in the Philippines, probably in the latter part of the eighteenth century from Brazil. The first large plantation was established in 1826, and the production began to extend actively fifteen or twenty years ago. Latterly the export has decreased very greatly. It used to average 25,000 tons a year, but has recently sunk to only 300. This is probably due to the revolution, the coffee is of good quality, some of it excellent.

Unlike Manila hemp and tobacco, the coffee requires some capital on the part of those who undertake it. It takes the trees four or five years to begin to bear. Those who are able to make the necessary advances have prospered greatly, and, especially about Manila, have become rich.

The exported coffees formerly went exclusively to France, but are now scattered well over Europe, usually through Singapore. They are of two sorts, the Manila and the Zamboanga. The first is grown about Manila, chiefly to the south and east of Manila Bay. It has a small berry and is more highly prized than the other. The Zamboanga coffee is produced in the south, principally on Mindanao and the Sulu Islands. The berry of this variety is larger, but less care is used in its preparation. It goes directly to Singapore.

Rice is the chief product of the Philippine Islands, but it is not exported. It is the staple food of the natives, and sometimes the supply is short. Both the mountain and lowland rice are produced, and more than ninety varieties are known. It is easy to cultivate them, and in favourable years the yield is very generous. Maize is grown in considerable quantities. So are the sweet potato, yams, ground nuts, guavas, pineapples, and a little wheat is raised at high elevations. Among the fruits are the mango, plantain, banana, mangosteen, jack fruits, medlars, lardons and durian, last especially in the Sulu Islands. The islands are generally mountainous, and at proper elevations the fruits of southern Europe and of Florida flourish, as the orange, citron and sapotilla.

The cotton of this archipelago is excellent, and its production makes some progress. The cacao can be successfully grown and of good quality, but little attention is paid to it. The tea plant has been tried in botanical gardens and is found to thrive. The islands are rich in odorous flowers, and the manufacture of essences and perfumes is increasing. Cinnamon, the pepper tree, and many others of the valuable plants of the Malay Peninsula and the East Indies either grow here naturally or can be easily introduced.

The islands are very rich in forests, and they contain many valuable woods, mostly unknown even by name in the rest of the world. There are said to be thirty-two tinctorial woods, giving the entire series of colour and shades. Among the valuable ones is the ebony, of value for fine furniture. The mangrove of the forest of Mindanao is said to be absolutely indestructible by rot. The forests generally remain intact in the interior except for Luzon, where they have been extensively thinned out or cleared off.

The chief domestic animal is that useful and tractable Oriental beast, not our bison, but the buffalo proper. He is especially useful in the simple and rude tillage still used by the natives. The horse is small, active, hardy, but rustic. He is derived by a mixture of Oriental and Occidental stocks. The goat and hog are well, but the slaughter of the most of these animals have in places escaped from domestication, and large numbers of wild ones may be found, usually in herds.

The native manufacturers of the Philippines are not few, and their textile fabrics are especially fine and worthy of a larger market than they have so far found. The natives make many other things, among them a coarse pottery of great utility.

Valuable minerals are generally diffused through the islands, but few are yet mined profitably. Gold exists generally over the entire range, in placers and veins, but usually in quantities which do not pay with the rude methods employed for its collection. It is mined in the Comarines Norte province in south-eastern Luzon and in the Misamis and Surigao placers of northern and north-eastern Mindanao, but with small results. With the refined modern methods of collecting gold it could be profitably obtained in many places, and probably the prospecting has been incompletely done.

There are two known coal fields; one in southern Luzon, especially in the Camachin Mountains where there are now a few small foundries; Copper ore has long been known in the province of Lepanto. It was early worked by the natives, and in 1852 a company was formed to conduct copper mining in this region. It is also found on Masbati Island, on Panay, and in several other places. Traces of lead and mercury are known, and also of rock oil. Sulphur is obtained on Leyte for use in the powder factory at Manila. It comes from a self-igniting Mount Manacagan. — *Land and Water.*

NOT AND A.

CALENDAR.

JANUARY.		
Meteorological means based on ten years' observations to 1893.		
Barometer.....	29.818	
Thermometer.....	80.1	
Humidity.....	77	
Rainfall.....	8.58	
TO-DAY.		
WEATHER REPORT.		
Barometer.....	30.22	30.10
Thermometer.....	64	65
Humidity.....	54	55
Rainfall.....	—	—

Saturday, 7th January, 1899.
Chinese—26th of 11th moon of 25th year of Kwang-sai.
High water—Morning..... 4hr. 30min.
Afternoon..... 4hr. 28min.
Low water—Morning..... 4hr. 12min.
Afternoon..... 4hr. 05min.

ANNIVERSARIES.
1558—Cala's lost.
1697—Swan R. W. Australia discovered.
1841—Forts at Champa taken with great slaughter.
1889—Northamptonshire Regiment left Hongkong.
1896—Japanese Government landed Port Arthur over to the Chinese. H.M.S. *Caroline* left for England.
1897—The Mansion House Indian Famine Fund opened.

TO-MORROW.
Sunday, 8th January, 1899.
Chinese—27th of 11th moon of 25th year of Kwang-sai.
High water—Morning..... 4hr. 14min.
Afternoon..... 4hr. 23min.
Low water—Morning..... 4hr. 31min.
Afternoon..... 4hr. 10min.

ANNIVERSARIES.
1765—Gunnery of the *Lady Hughes* strangled at Canton.
1810—China closed against trade with England.
1852—Lee one-fourth inch thick at Canton.
1864—Prince Albert Victor born.
1892—Steamer *Manila* lost off Cup Chi, near Swatow, with loss of nearly 500 persons, including Captain and officers.
1896—Chi Chien appointed Special Envoy to Russia on a secret mission.
1897—Armed attack on a silk dealer's shop in Wing Lok Street, \$160 stolen.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
German Baptist Church, West Point.—Morning Services, 9 a.m.
St. Francis Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
Wesleyan Methodist Church.—Services, 10.30 a.m. and 4.45 p.m.
St. Peter's Seaman's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAVES DUE.
Australian (*Guthrie*) to-morrow.
Indian (*Lightning*) 10th inst.
German (*Preussen*) 11th inst.
Australian (*Kaiser*) 16th inst.
American (*City of Peking*) 20th inst.
American (*Galle*) 21st inst.
Canadian (*Empress of India*) 23rd inst.

We are informed by the Agents of the Austrian Lloyd's S. N. Co.'s steamer *Gleba*, left Singapore for this port last night, the 6th instant.

THE O. & S. S. Co.'s steamer *Doric* with mails, etc., which left hence December 8th for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 5th instant.

THE Imperial German Mail Liner *Preussen* carrying the German Mails with dates from Berlin of the 12th ult., left Singapore for this port at 4 p.m. yesterday, the 6th, and may be expected here on or about Thursday morning, the 12th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.	
<i>Idoro</i> Port.....	at Kowloon Dock
<i>H.G.M.S. Kaiser</i>	"
<i>Bydo</i>	"
<i>H.G.M.S. Moray</i>	"
<i>H.G.M.S. Gefion</i>	"
<i>Ask</i>	"
<i>H.G.M.S. K. Aha</i>	"
<i>Albanion</i>	"
<i>Isla de Cuba</i>	"
<i>Isla de Luzon</i>	"
<i>Anglo</i>	"
<i>Ohio</i>	"
<i>Yuenang</i>	"
<i>Canton</i>	"
<i>Frigo</i>	"
<i>Scalou</i>	"
<i>Honan</i>	" Cosmopolitan "
<i>Falshan</i>	"
<i>Paramita</i>	" Aberdeen "

SWATOW.	
Arrivals from Agents.	
Jan. 3 <i>Wingang</i>	Shanghai J. M. & Co.
4 <i>Taichow</i>	Amoy J. M. & Co.
4 <i>C. H. Kian</i>	Amoy L.Y.S. & Co.
4 <i>Hsiuchi</i>	Shanghai & Amoy C.M.S.N. Co.
4 <i>Esang</i>	Hongkong J. M. & Co.
4 <i>Chungking</i>	Wuhu B. & S.
5 <i>Jason</i>	Amoy B. & S.
5 <i>Thales</i>	Hongkong J. M. & Co.
5 <i>Chunshan</i>	Hongkong B. & Co.
6 <i>Shanghai</i>	Shanghai B. & Co.
6 <i>Thailand</i>	Amoy J. M. & Co.

Departures for Agents.	
Jan. 4 <i>Shanghai</i>	Shanghai B. & S.
4 <i>Wingang</i>	Hongkong J. M. & Co.
4 <i>Taichow</i>	Hongkong J. M. & Co.
4 <i>C. H. Kian</i>	Straits L.Y.S. & Co.
5 <i>Jason</i>	Straits B. & S.
5 <i>Thailand</i>	Shanghai B. & S.
5 <i>Thales</i>	Amoy J. M. & Co.
5 <i>Esang</i>	Shanghai J. M. & Co.
5 <i>Hsiuchi</i>	Shanghai & Amoy C.M.S.N. Co.
5 <i>Taipei</i>	Deli L. & H.
6 <i>Hailan</i>	Hongkong J. M. & Co.
6 <i>Chunshan</i>	Singapore B. & Co.

In Port—*Chungking, Slehai.*

PASSED THE CANAL.
Outward—Dec. 6th *Tantalus*; Dec. 9th *Sikh*, *Socotra*, *Vladimir*; Dec. 13th *Patriarch*, *Nor*, *man* *Isle*; Dec. 16th *Sarnia*, *Vine*, *Brach*; Dec. 20th *Glenek*, *Prussen*, *Ettrickdale*; Dec. 23rd *Wennington*, *Hall*, *Tonkin*; Dec. 27th *Manila*.
Homeward—Dec. 27th *Behmohr*, *Oepack*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrofula, General Debility, Wasting Disease of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

Intimations.

BELILIOS PUBLIC SCHOOL.
THE above School will RE-OPEN on MONDAY, the 9th instant.
Mrs. BATEMAN, Head Mistress.
Hongkong, 5th January, 1899. [22a]

THE WEST POINT BUILDING CO., LIMITED.
(NOTICE OF CALL.)

NOTICE is hereby given that, at a MEETING of the Board of Directors of the above Company held at No. 5, Queen's Road Central, Victoria, Hongkong, on the Sixth day of December, 1898, the following RESOLUTION was passed:
"That a FIRST and FINAL CALL of TEN DOLLARS (\$10) per SHARE, upon all the SHAREHOLDERS in the above Company, in respect of all the shares held by them in the above Company, be and the same is hereby made. Such CALL to be PAID to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, Queen's Road Central, Victoria, Hongkong, on or before the 1st day of March, 1899."

By order of the Board of Directors,
A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT AND AGENCY CO., LD., General Agents, THE WEST POINT BUILDING CO., LIMITED.
Hongkong, 1st January, 1899. [1a]

WANTED.
GENTLEMAN requires COMFORTABLE BEDROOM also BREAKFAST.
Reply stating Terms to "C.D."
c/o ACHEE & Co.
Hongkong, 6th January, 1899. [28a]

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & Co.'s PHARMACY, (Opposite the HONGKONG HOTEL).
Business Hours: 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes,—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.
Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [147a]

THE O. & S. S. Co.'s steamer *Doric* with mails, etc., which left hence December 8th for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 5th instant.

THE Imperial German Mail Liner *Preussen* carrying the German Mails with dates from Berlin of the 12th ult., left Singapore for this port at 4 p.m. yesterday, the 6th, and may be expected here on or about Thursday morning, the 12th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.	
<i>Idoro</i> Port.....	at Kowloon Dock
<i>H.G.M.S. Kaiser</i>	"
<i>Bydo</i>	"
<i>H.G.M.S. Moray</i>	"
<i>H.G.M.S. Gefion</i>	"
<i>Ask</i>	"
<i>H.G.M.S. K. Aha</i>	"
<i>Albanion</i>	"
<i>Isla de Cuba</i>	"
<i>Isla de Luzon</i>	"
<i>Anglo</i>	"
<i>Ohio</i>	"
<i>Yuenang</i>	"
<i>Canton</i>	"
<i>Frigo</i>	"
<i>Scalou</i>	"
<i>Honan</i>	" Cosmopolitan "
<i>Falshan</i>	"
<i>Paramita</i>	" Aberdeen "

SWATOW.	
Arrivals from Agents.	
Jan. 3 <i>Wingang</i>	Shanghai J. M. & Co.
4 <i>Taichow</i>	Amoy J. M. & Co.
4 <i>C. H. Kian</i>	Amoy L.Y.S. & Co.
4 <i>Hsiuchi</i>	Shanghai & Amoy C.M.S.N. Co.
4 <i>Esang</i>	Hongkong J. M. & Co.
4 <i>Chungking</i>	Wuhu B. & S.
5 <i>Jason</i>	Amoy B. & S.
5 <i>Thales</i>	Hongkong J. M. & Co.
5 <i>Chunshan</i>	Hongkong B. & Co.
6 <i>Shanghai</i>	Shanghai B. & Co.
6 <i>Thailand</i>	Amoy J. M. & Co.

CHS. J. GAUPP & CO
CHRONOMETER, WATCH, and CLOCK
MAKERS JEWELLERS, SILVER
SILBERS, and OPTICIANS.
CHARTS and BOOKS
NAUTICAL INSTRUMENTS.
 Sole Agents for Louis Audemars' Watch
 awarded the highest Prizes at every Exhibition
 and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES
 Nos 44 & 46 Queen's Road Central.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS, FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	YOKOHAMA, KOBE, KURE, and MOJI	THURSDAY, 14th January, at 4 P.M.
TENSHIN MARU	KOBE and YOKOHAMA	THURSDAY, 12th January, at 4 P.M.
De La Lande	KOBE and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
R. Naniwa	SHANGHAI, CHEMULPO and NAGASAKI	FRIDAY, 20th January, at 4 P.M.
E. W. Haswell	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SUNDAY, 22nd January, at Daylight
SAGAMI MARU	SEATTLE, (WASH., U.S.A.) via KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 26th January, at 4 P.M.
J. Nagao	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th January, at 4 P.M.
INABA MARU		
W. Bainbridge		
KINSHU MARU		
W. Bick		
TOKIO MARU		
J. B. Murray		

* Through Passenger Tickets and Bills of Lading, issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 6th January, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES

STAMPED ARTICLES

FOR

MILITARY

EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

WANTED.

WE pay highest cash prices per hundred or per thousand for current or obsolete issues of POSTAGE STAMPS of China, British Colonies, &c.; either used or unused. Rare old stamps especially desired and for which highest prices will be paid. Remittances always first mail after receipt of consignments. KOLUNA STAMP CO., DAYTON, OHIO, U.S.A. [1162]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Te-Hung Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.

Hongkong, 22nd September 1898.

[45]



MANUFACTORY

all sorts of

OIL PAINTS and COLOUR-WASH

PREPARED IN ALL COLOURS

TO SUIT PURCHASERS.

GENERAL AGENCY.

BAILEY'S ENGINEERING AGENCY,

17, PRAYA CENTRAL.

Hongkong, 14th May, 1898.

[39]

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J EYES

FLUID

THE BEST

DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 9th March, 1897.

[11]

SIEN TING,

SURGEON DENTIST,

No. 10, PRAYA STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898.

[43]

THE LEADING CATERERS.

COMPARE OUR

MEMU, BILLIARD TABLES and

LIQUORS to all others.

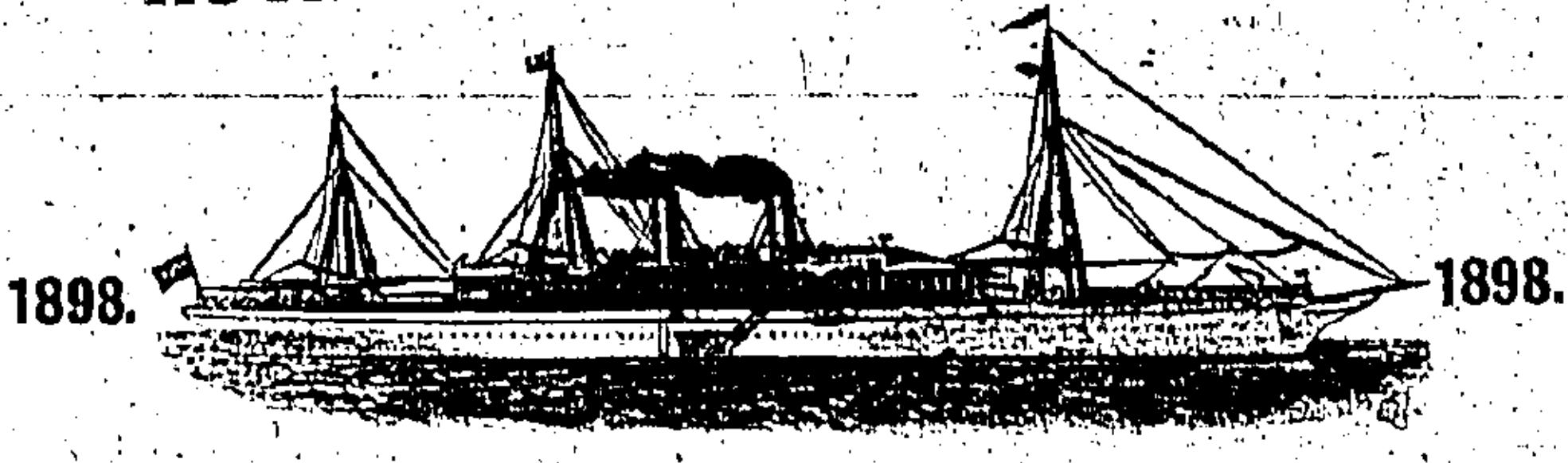
THE GRILL ROOM,

Hongkong, 1st September, 1897.

[39]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, to cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padder's Street.

Hongkong, 21st December, 1898.

[3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th January, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

[1310]

SAILING VESSELS.

FOR NEW YORK.

THE * 3/3 A. I. American Ship

"REUCE"

Captain Adams, having arrived will load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 5th November, 1898.

[1320]

FOR SAN FRANCISCO.

THE 100 At British Bark

"QUEEN MARGARET"

Faulkner, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 29th December, 1898.

[1333]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenora... 3,750 J. McGillivray... Jan. 10.

Olympia... 2,608 J. Truebridge... Jan. 14.

Victoria... 3,502 J. Panten... Jan. 14.

Tacoma... 2,553 A. Dixon... Feb. 25.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,654 A. Gow... Jan. 28.

Nunmouthshire... 2,874 W.A. Evans... Feb. 18.

Lennox... 3,677 Williamson... Mar. 11.

Columbia... 2,654 A. Gow... April 15.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The VICTORIA NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward to the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 7th January, 1899.

[4]

Consigners.

"BEN" LINE OF STEAMERS.

NOTICE TO BONDSIGNEES.

STEAMSHIP "BENLID,"

FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 5 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th January, 1899.

[172]

Hotel.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1899.

[121]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to: AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA	HAVRE, HAMBURG & ANTWERP	About 14th January. Freight.
Hahn	(LONDON with transshipment in HAMBURG)	January. Freight and Passage.
D. RICKMERS	HAVRE AND HAMBURG	About 10th February. Freight and Passage.
Pape	(LONDON with transshipment in HAMBURG)	February. Freight and Passage.
SARNIA	HAVRE AND HAMBURG	About 15th February. Freight.
Ehlers	(LONDON with transshipment in HAMBURG)	February. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 27th December, 1898.

[981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City... 3,002 J. Panten... Jan. 21.

Carmarthenshire... 2,929 J. Panten... Feb. 14.

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 7th January, 1899.

[1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 21st January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 6th January, 1899.

[3]

NORDEUTSCHER LLOYD.

NOTICE.